



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Davis, CA	<b>Accident Number:</b>	GAA17CA056
<b>Date &amp; Time:</b>	11/05/2016, 1100 PDT	<b>Registration:</b>	N6703L
<b>Aircraft:</b>	BEECH 76	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The flight instructor in the multi-engine airplane reported that during a biennial flight review the pilot released the brakes and added full power for takeoff. The flight instructor further reported that during the takeoff roll he utilized the left engine mixture control to simulate a left engine failure, but the pilot "froze" at the flight controls and the airplane veered to the left. The flight instructor attempted to fail the right engine via the right mixture control in order to regain directional control, but his hand came off the mixture control and the airplane exited the runway. During the runway excursion, the flight instructor "finally got [his] hand back on the right mixture and pulled it to idle cut-off"; subsequently, the nose landing gear collapsed.

The airplane sustained substantial damage to the fuselage.

The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during a simulated left engine failure during takeoff. Also causal to the accident was the flight instructor's delayed remedial action to maintain directional control and reduce the right engine mixture control.

## Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)
	Delayed action - Instructor/check pilot (Cause)

## Factual Information

### History of Flight

Takeoff	Loss of control on ground (Defining event) Runway excursion Landing gear collapse
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### Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor	Age:	72, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	11/15/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 14250 hours (Total, all aircraft), 180 hours (Total, this make and model), 12500 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	05/10/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6703L
Model/Series:	76 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	ME-288
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	11/03/2016, Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-360
Registered Owner:	SKYKING AVIATION SERVICES LLC.	Rated Power:	180 hp
Operator:	WiStratus Aviation	Operating Certificate(s) Held:	Pilot School (141)
Operator Does Business As:	Wings Flight School	Operator Designator Code:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KEDU, 69 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	1855 UTC	Direction from Accident Site:	125°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	18° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VACAVILLE, CA (VCB)	Type of Flight Plan Filed:	None
Destination:	VACAVILLE, CA (VCB)	Type of Clearance:	None
Departure Time:	1000 PDT	Type of Airspace:	Class G

## Airport Information

Airport:	YOLO COUNTY (DWA)	Runway Surface Type:	Asphalt
Airport Elevation:	100 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.574444, -121.858056 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kathryn R Benhoff	<b>Report Date:</b>	01/18/2017
<b>Additional Participating Persons:</b>	Jeff Snider; FAA; Sacramento, CA		
<b>Publish Date:</b>	01/09/2017		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94342">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94342</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).